

Message Text

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ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 SS-15 SP-02 L-03 H-01 NSC-05

PA-01 PRS-01 USIE-00 CAB-02 CIAE-00 COME-00

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FM AMEMBASSY MOSCOW

TO SECSTATE WASHDC IMMEDIATE 6296

C O N F I D E N T I A L MOSCOW 5128

E.O. 11652: GDS

TAGS: EAIR, UR, US

SUBJ: US-USSR CIVIL AIR RELATIONS

REF: (A) STATE 084520, (B) MOSCOW 4896, (C) MOSCOW 4895,
(D) 76 MOSCOW 9281, (E) 76 STATE 141431

SUMMARY: SOVIETS HAVE APPROVED PAN AM APRIL 15 CHARTER
TO LENINGRAD FROM HELSINKI AND RETURN VIA HELSINKI AIRWAY.
WRITTEN REQUEST WILL NOW BE REQUIRED FOR OUTBOUND CHARTERS
FROM LENINGRAD TO HELSINKI. PAN AM CHARTERS THROUGH THE
END OF APRIL ARE APPROVED SUBJECT TO CERTAIN ROUTE
RESTRICTIONS. THUS, THOUGH SOVIET PRESSURE TACTICS ON
CHARTERS CONTINUE, IN OUR VIEW, THEY STOP SHORT OF THOSE
THAT WOULD CALL FOR USG ACTION ON AEROFLOT FREQUENCIES
END SUMMARY.

1. BEGIN LOU. PAN AM REP DRAHORAD IN AM MEETING WITH
SAMORUKHOV, MINISTRY OF CIVIL AVIATION, RECEIVED PERMISSION
TO OPERATE THE CHARTER FLIGHT APRIL 15 BOTH WAYS IN THE
AIRWAY BETWEEN LENINGRAD AND HELSINKI, REF A. IN FUTURE,
HOWEVER, PAN AM CHARTERS INCOMING TO LENINGRAD WILL ENTER
SOVIET AIRSPACE AT VESTSPILS (POINT OF ENTRY FOR SCHEDULED
FLIGHTS); AND PAN AM MUST REQUEST PERMISSION IN WRITING
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FOR EACH OUTGOING CHARTER FLIGHT FROM LENINGRAD TO USE
AIRWAY 59-59 NORTH TO HELSINKI. SAMORUKHOV DID NOT
INDICATE HOW THE MINISTRY WILL RESPOND TO THE WRITTEN
REQUESTS BUT DRAHORAD IS RELATIVELY OPTIMISTIC.

2. SAMORUKHOV ALSO INFORMED DRAHORAD THAT PAN AM CHARTERS
HAVE BEEN APPROVED THROUGH THE END OF APRIL SUBJECT TO THE

ABOVE-DESCRIBED LIMITATIONS ON AIR CORRIDORS. HE ALSO SAID PAN AM COULD FILE ITS MAY CHARTER PROGRAM BUT THAT IN THE ABSENCE OF A CHARTER AGREEMENT THIS MINISTRY WAS FREE TO MAKE ITS OWN DECISION ON THE MATTER. SAMORUKHOV ALSO EXPRESSED DISAPPOINTMENT PAN AM HAD NOT RECONSIDERED ITS POSITION ON THE TICKETING REVALIDATION REQUIREMENT.

3. FINALLY, SAMORUKHOV ALLUDED TO A PROBLEM AEROFLOT WAS HAVING WITH THE FAA. FAA ALLEGEDLY HAS REFUSED AEROFLOT USE OF AN AIR CORRIDOR VIA ALBANY, AND THIS IS NOW CAUSING PROBLEMS IN AEROFLOT FLIGHTS TO MONTREAL. HE EXPRESSED HOPE PAN AM AND USG WOULD LOOK INTO THIS MATTER AND GET THIS CORRIDOR REINSTATED. END LOU.

4. BEGIN CONFIDENTIAL. COMMENT: THE TWO MOST IMMEDIATE PROBLEMS HAVE BEEN FAVORABLY RESOLVED. IT SEEMS CLEAR, HOWEVER, THAT THE SOVIETS CAN BE EXPECTED TO GO ON PUTTING OBSTACLES IN THE WAY OF APPROVING PAN AM CHARTER FLIGHTS. FOR THE TIME BEING AT LEAST, SOVIET PRESSURE TACTICS STILL STOP SHORT OF ACTIONS THAT WE THINK COULD GIVE THE USG GROUNDS TO CONSIDER REDUCING THE STATUS QUO OF AEROFLOT'S SCHEDULED SERVICE TO THE US.

5. APPROPRIATE, LIMITED USG COUNTERMEASURES MAY BE NEEDED, HOWEVER, IF THE SOVIETS CONTINUE TO CAUSE SIGNIFICANT DIFFICULTIES FOR PAN AM CHARTERS. IN OUR VIEW, APPROPRIATE TARGETS WOULD INCLUDE AEROFLOT CHARTERS, THE AIRWAYS THEY ARE ALLOWED TO USE, THE APPLICATION PROCESS, AND THE QUESTION OF EXTRA SECTIONS THIS SUMMER ON REGULAR AEROFLOT SERVICES. CONFIDENTIAL

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6. MORE INFORMATION ABOUT AEROFLOT CHARTERS WOULD BETTER ENABLE US TO UNDERSTAND SOVIET OPTIONS AND FRAMEWORK WITHIN WHICH THEY ARE OPERATING. WE WOULD, THEREFORE, APPRECIATE BEING INFORMED OF AEROFLOT'S CHARTER PROGRAM THROUGH JUNE AND THE NATURE OF THE APPLICATION PROCESS AEROFLOT MUST FOLLOW. ALSO, ARE THERE STEPS WHICH THE CAB COULD TAKE, IF NECESSARY, THAT WOULD BE ANALOGOUS TO THOSE ALREADY TAKEN HERE BY THE SOVIETS (PARAS 1 AND 2 ABOVE)?

7. DOES SAMORUKHOV'S REFERENCE TO AN ALBANY CORRIDOR RELATE TO CONTENT OF REFTELS D AND E? WE WOULD APPRECIATE FULL REPORT ON ANY RECENT FAA ACTIONS IN THIS REGARD AND ON WHETHER CONSIDERATION IS BEING GIVEN FOR "REINSTATEMENT" AS SOUGHT BY THE SOVIET MINCIV AIR. END CONFIDENTIAL TOON

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